





State Route 801 Proposed Loop 303 to Proposed Loop 202

Arizona Department of Transportation

May 17, 2007





Welcome and Introductions

Study Team

- Tim Tait, ADOT Communication and Community
 Partnerships
- Mike Bruder, ADOT Valley Project Management
- Rebecca Yedlin, ADOT Environmental Planning Group
- Bill Vachon, Federal Highway Administration
- Brian Bombardier, HDR Design Manager
- Rick Duarte, HDR Environmental Coordinator





September 2005

- Agency and public information meetings
 - Study information was presented
 - Study team answered questions and received input

March 2006

- Agency and public scoping meetings
 - Three alternative corridors were presented





Study Update (Continued)

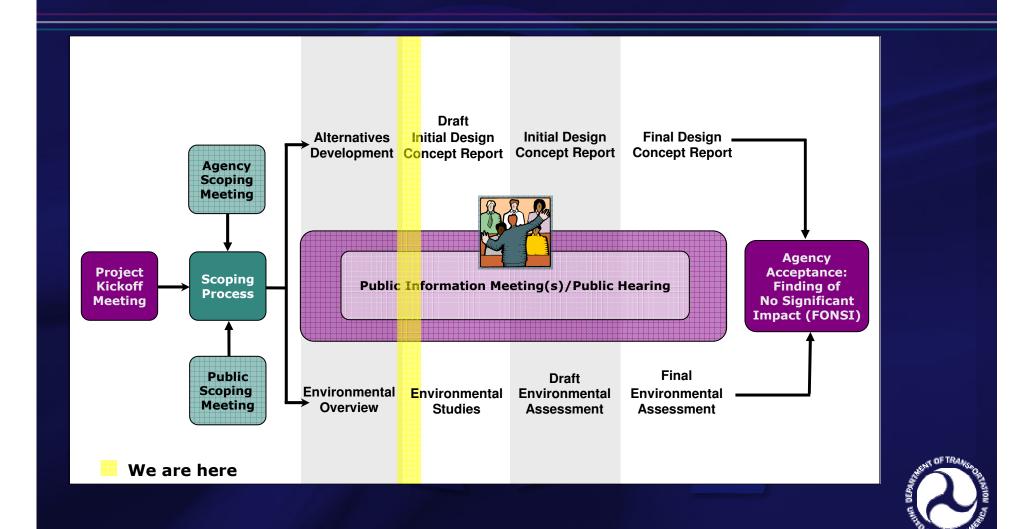
November 2006

- Newsletters mailed to study mailing list and distributed door-to-door within study area
 - Expanded corridor areas were presented
- Loop 303 public information meeting
 - SR 801 study team members were available to discuss expanded corridors with public





Study Process



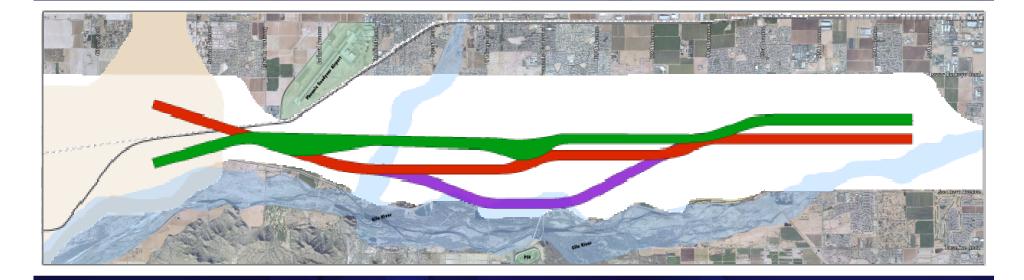




Study Area



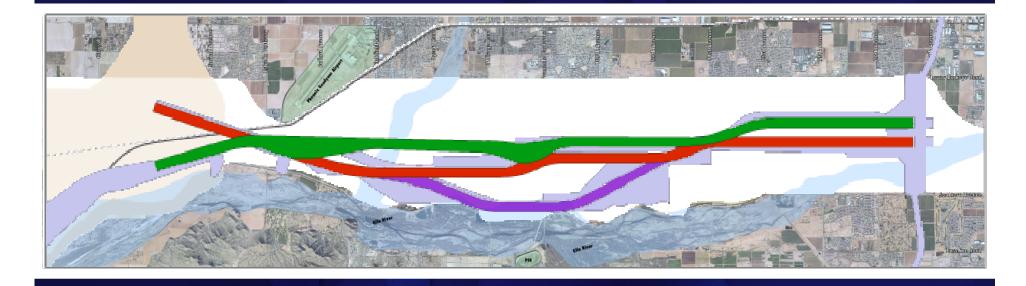




Original Corridors



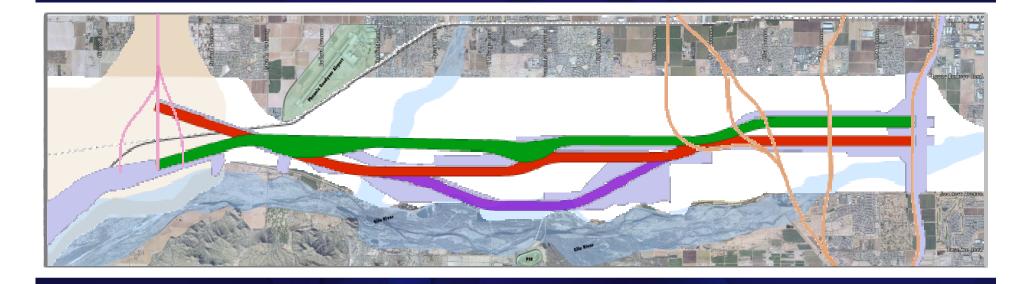




Expanded Corridor Areas



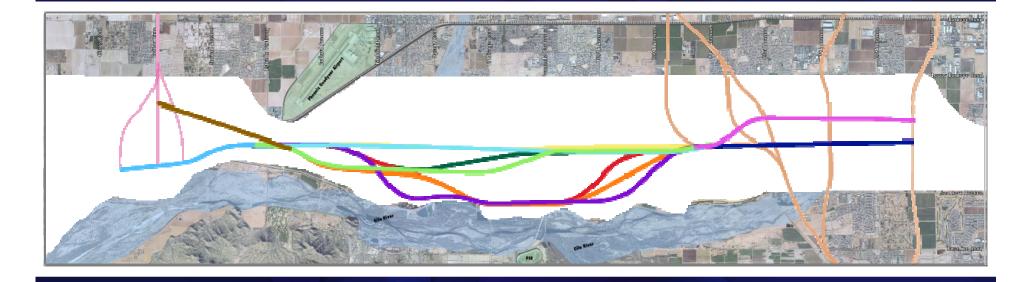




 Loop 303 and South Mountain Freeway **Proposed Corridors**







• SR 801 Alignments





				SR 801 (LOC SUBSEC	P 303 TO LO	OP 202) SON				5/9/20	07 8:50
SECTION		TON 1				SECTION 2					поиз
SUB SECTION COST AND RIGHT OF WAY	1a	1b	2a-1	2a-2	2b-1	26-2	20:1	20-2	20-3	3a	30
Relative Construction Cost	Base ++++ (Not estimated due to UPRR bridge feasibility challenges, but would be extremely expersive) Base + \$3M+/-	Bure	Bare + 95 M Base + 91 1 M	Bare Bare+\$4M	Base + \$163M Base + \$11M	Bare+\$110M	Bare+\$198M	Baza + \$184M	Base+\$82M Base+\$55M	Base + \$ 15M +/-	Bare
elative Right of Way Cost let Right of Way Acreage	Base + \$3M+/-	Base 194	Base + \$11M	Base + \$4M	Base + \$11M	Base 610	Base + \$63M 761	Base + \$77 M 729	Base + \$58M	Base + \$100M +/-	Base 2
er idential Displacements (Existing) es idential Displacements (Platted)	1		22	22	14	54	200	200	208	851	
usiness Displacements airy Displacements		, ė	1			1	1	1	0		
anned School Impacts ast, Current & Planned Sand & Gravel Operation	No	No	Yes	Yes	Possible	Possible	No	No	No	No	No
pacts	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
OMMUNITY SUPPORT	N.	W	Neutral	Neutral	Neutral	Mission	C	A	Constant to the state	Neutral	Neutral
rondale Community Support	Neutral	Yes Neutral	No	No	No.	Neutral No	Supports Avondale Yes	Supports Avondale Yes	Supports Avondale Yes	Neutral	Neutral
hoenik Communily Support	Neutral Unknown	Neutral Unknown	Neubal No	Nectral No	Neutral No	Neutral No	Slightly tavored due to shielding of WNVTP. Also, may support Anondale Yes	Slightly favored due to shielding of WNV TP. Also, may support Assondate Yes	Yes. Favored due to shielding of likhVTP. City Council expected to voice support formally soon. Yes	No. Unknown	Yes - City Council expected to voice support formally see Unknown
NGINEERING											
eometric Design	Undesirable due to UPRR Crossing	Desirable	Desirable	Desirable	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Undestrable due to Broadway Crossing and complications with future ARS connection.	Desirable, however, more of the SR 801 SR 2021. Tills over f Saft River
rainage Implications	north of UPRR to the	Moderate. Must drain storm waterwith a pump station at Salival to closs the Buckeye C anal to the Oila River.	Minor. Shortest River Xing. Must cross DRCC - Passible FCDMC Cert Share Opportunities	Minor. Shotlest River Xing. Must cross DRCC - Presible FCDMC Cost Share Opportunities	Moderate. Must cress through DRCC basin and over DRCC carats. Possible FCDMC cost share opportunities.	Moderate. Must cross through DRCC basin and over DRCC canals. Pleasible FCDMC constshare opportunities.	Substantial Mast coses through DRCC basin and will be located immediately upsteam of Tres Rice lavee, impacting Tres Rice basins. Possible FCDMC costshare opportunities.	Substantial. Most cross through DRCC basin and will be located immediately upstream of tres Rios levee, impacting Tres Rios basins. Possible FCDMC costshare apportunities.	Substantial Will be located immediately upstream of Tres Rico levee, impacting Tres Rico basino. Possible FCDMC contribute opportunities.	Undestrable: Drainage outfall must cross Broadway a major SS comidor.	Nothing unusual or unique.
Yraffe Operations	crossing. SR 303L/ SR 801 TI must use at least 1-tune namps for NW, ES, SW & EN and 2-tune ramps for and 2-tune ramps for	Consistent with SR 801 alignment direction to the west SR 908 L/ SR 801 TI mart use at least 1- lare ramps for NW, ES, SW & EN and 2- Lane ramps for NE, WS, SE and WM for LOSD on better	LDS D or better for 2000. Higher demand than the 2c options. More efficient and basineed Titatio utilization compared to 2c.	LOS D or better for 2000. Higher demand than the 2c options. More efficient and balance of 11 traffs utilization compared to 2c.	LOS D or better for 2000. Higher demand than the 2c options. More efficient and balanced T is wife utilization compared to 2c.	2000. Michae damand	LDS D or better for 2000. Lower demand than the 2a/2b options. Less etfoliert and balance 4Th traffic utilization companed to 2a/2b spitring.	than the 2 a/2h	LOS D or better for 2000. Leaver demand than the 2a/2b options. Less efficient and balanced Ti traffic utilization compared to 2a/2b options.	Less demand than 35 SR 202L/SR 901 TI must use at least 2- lane range for SW 56 EN and 3-lane range for NW and ES for LOS D or bottler.	Greater demand tha Da. SR 2021/ SR 9 Ti most use at least lane ramps for SW, ES & EN and 3-lane ramp for NW for LO: D or better.
Aujor Utilly Impacts	for LOS D or better Substantial, UPRR RMF contains ramenous fiber optic lines and a petroleum pipeline. Some relocations may be required.	Minor pipeline encasement.	Moderate 500 kV & 230 kV OHP relocations, Minor pipaline en casements.	Moderate 500 kV & 230 kV OHP relocations. Minor pipeline encasements.	Substantial 500 kV, 345 kV & 230 kV relocations Substantial pipeline encasements	Moderate 500 kV & 230 kV OHP relocations, Moderate pipuline encasements.	Substantial 500 kV, 365 kV & 230 kV	Moderate irrigation impacts. Moderate pipeline encasements.	Minor irrigation irrigacts: Moderate pipeline enous ements:	Moderate: SS crossings in Broadway Road and minor 60 kV OHP relocations.	Min or 89 kV OHP relocations only.
Mainde nance liss ues	Moderate due to UPRR / MC 85 bridge and distinge solution north of UPRR. Possibly two pumpstations needed.	Minor. Shortest Length and only 1 purportations.	Nothing unusual or unique. Shortest Length	Nothing unusual or unique. Shortest Length	Nothing unusual or unique. Second shortest Length	Nothing unusual or unique. Second shortest Length	Moderate. Length is ~ 0.4 miles longer.	Moderate. Length is ~	Moderate. Length is ~	Possibly Undestrable: Storm drain siphon(s) may be needed at Broadway.	Nothing unstrual or unique.
NVIRONMENTAL time & Unique Farmlands (Asset)	1127	141 1	714.2	857.0	770	690.1	003.1	580.2	005	2381	307
ology Impacts - Critical Habitat Vegetation	1 12.1	100	7,14.2	0.00	Possible Wetland impacts at Avendale	Possible Wetland impacts at Avondale	Possible Wetland impacts at Avondale	Possible Welland impacts at Avendale		2307	
	None	None	None	None	W/WTP outsall	WWTP outfall	WWTP outfall	WWTP cotall	None	None	None
iology Impacts - Wildde (Threatened, Endangered Species of Concern) Iondplain Impacts (Acres) utsidictional Walters Impact (Acres)	None anticipated.	Elevated Noire levels, air quality adjacent to GRa River Habittat 3:5	Elevated Noise levels, air quality adjacent to Agua Fria River Habilitat 17.4	Elevated Noise levels, air quality adjacent to Agua Fria River Habittat 97.4	Elevated Noise levels. air quality adjacent to Agua Fria River Habittat 27.6	Elevated Noise levels, air quality adjacent to Agua Fria River Habittat 243	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habithats 2058	Bevated Noise levels, air quality adjacent to Agua Fria, Salt and Gla River Habilitats 2005	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habittats 246.5	None anticipated.	Elevated Noire leve air quality a Gacent Salt River Habilitat
Valer Resource Impacts	5 weeks	48 wells & BMCDD Crossing N/A	24 Wels, Agua Fria River (O.7 Ac.), Bullard Wash & Buckeye Feeder Low	24 Wells, Agua Fria River (0.7 Ac.), Bulland Wash & Budkeye Feeder Loss	28 Wells, Agua Fria River (1.1 Ac.), Bullard Wash, Wellands & Buckeye Feeder Moderate	20 Wells, Agua Fria River (0.9 Ac.), Bullard Wash, Well ands & Buokeye Fee der Moderate	82 Wells, Agua Fria River (1.6 Ac.), Bullard Wash, Welfands, Buokeye Feeder & St. John's Canal High	82 Wells, Agua Fria Rher (1.0 Ac.), Bullard Wash, Wellands, Buokeye Feeder & St. John's Canal High	82 Wells, Agua Fria River (1.1 Ac.), Bullard Wash, Budkeye Feeder & St. John's Canal High	32 Wells & Salt River (18.9 Ac.)	16 Wells & Salt Rive (219 Ac.) Moderate
ir Quality	Conformance Compliant	Conformance	Conformance	Conformance Compliant	Conformance	Conformance	Conformance Compliant	Conformance Compliant	Conformance	Conformance Compliant	Conformance
and the same of th	- arquan	Compliant	Compliant		Compliant	Compliant			Compliant		Compliant
isual (Quality Rating, Higher = Better)	3.7 4 low level sites	3 - Due to posximity to River & Mountains 1 love level site	3.7 2 loss level after	3.7 2 low level sites	3.4	3.4	2.8 - Due to proximity to River & Mountains	2.8 - Due to proximity to River & Mountains 2 high level sites	28 - Due to proximity to River & Mountains 2 high level sites	3.4 - Due to proximity to existing housing 1 high level site	1 love level site
	A 1974 IEAR I I I I	Now level 2 Eq.	- MANAGERI	A 100/ 10/01 21502	-		2 high level sites 3 Trails (will be	3 Trails (will be	2 Totale Audit No.		ANTIEVE SEE
edion 4(f) Element Impacts	UPRR & 2 Trails -	Buckeye Canal - Will	3 Trails - Will be	3 Trails - Will be	3 Trails - Will be	3 Trails - Will be	spanned), St. Johns Canal, Everett Dairy,	3 Trails (will be spanned), St Johns Canal, Southern Ave	spanned), St Johns Canal, Southern Ave	SRP Lateral 19, 1 Trail, 1 Trail (will be	1 Trail (will be
nnfronmental Justice - Probability of Impacts - Pisabled, Age 65 & Older, Minority, Poverty & smale HOH). Response based on number of sidential displacements noted above.	Will be spanned	be spanned Low	spanned Low	spanned Low	spanned Low	spanned Low	Southern Are Dairy High	Hish	Dainy Moderate	spanned)	s pann ed) Moderate
fanned Development Impacts (Acres)	78.97	123.28	439.37	392.22	415.83	366.51		137.83	5,44	117.8	61
oltural Resources (Historic) Site Impacts	UPRR - Will be spanned	Buckeye Canal - Will be spanned	Sile AZ T:11/42 (ASM)	Site AZ T:11 /42 (ASM)	Site AZ T:11:42 (ASM)	Sille AZ T:11/42 (ASM)	Everett Dairy, Southern Ave. Dairy	St. Johns Canal, Southern Ave. Dainy	St Johns Canal	Lateral 19.0	None
utur al Resources (Prehistoric) Impacts (Acres)	3.47	27.56	148.39	122.30	1112	110.94	81.17	130.2	12.05	11.4	3:
ENERAL STATISTICS	1.81	178	8.00	8.07	8.2*	8.16	8.40	8/0	872	3.2	3
lumber of Service T/S tomax Requirements (CY)	108	0.6M	7 2 24	7	224	3.00	7	7	0 0	3,	0.
lorrow Requirements (CY) Hidge Deck Area (SF) Fumber of Pump Stations	1.0% 283,000 1 and possibly 2	83,564	734,527	734,395	1,451,080	1,290,087	1,950,338	1,523,002	1,021,708	247,00	175,0





Refined Corridors







Proposed North Alternative







Proposed South Alternative





What happens over the next 6 weeks?

June 2007

Compile local government and public meeting feedback

Summer 2007

Alternative recommendation





What happens over the next 18 months?

Summer 2007 Alternative recommendation

Early 2008 Complete Draft Environmental Assessment and engineering documentation

Hold public hearing (follows release of Draft Environmental Assessment)

Summer 2008 Complete Final Environmental Assessment and engineering documentation

Early 2009 Complete preliminary design



What happens next?

Early 2009 Complete preliminary design

2008–2015 Acquire land in advance

2021–2022 Acquire remaining land

Complete final design

2023–2025 Begin construction





Project contact info

Project Web site:

www.azdot.gov/valleyfreeways

E-mail:

ADOT@policydevelopmentgroup.com

Project information line:

602-288-9905

Project mailing address:

Michael Book, SR 801 Study Team 3200 E. Camelback Road, Suite 350 Phoenix, AZ 85018





Question/Answer Session





Thank you!

